EMERGENCY RESPONSE REPORT

FOR
UP DEL RIO DERAILMENT
15 MILES EAST OF DEL RIO ON HIGHWAY 90
BRACKETTVILLE, KINNEY COUNTY, TEXAS

Prepared for

U.S. Environmental Protection Agency Region 6
Linda Carter, Project Officer
1445 Ross Avenue
Dallas, Texas 75202

Contract No. EP-W-06-042
TDD No. TO-0001-12-02-02
WESTON W.O. No. 20406.012.001.0706.01
NRC No: 1002329
CERCLIS No: N/A
FPN: N/A
EPA OSC: Roberto Bernier
START-3 PTL: Danette Parnell

Submitted by

Weston Solutions, Inc.
Robert Beck, VP, P.E., Program Manager
70 NE Loop 410, Suite 600
San Antonio, Texas 78216
(210) 308-4300

27 April 2012

9440510

PROJECT SUMMARY

This final report describes the U.S. Environmental Protection Agency (EPA) response actions at the UP Del Rio Derailment. The site is located adjacent to Highway 90, 15 miles east of Del Rio near Brackettville, Kinney County, Texas. The detailed report follows this page, and all attachments are provided as separate portable document format (PDF) files. On 7 February 2012, the National Response Center (NRC No. 1002329) notified the EPA Region 6 Prevention and Response and Branch (EPA-PRB) of a train derailment involving a potential release of hazardous materials due to the report of a chemical odor at the incident. The Superfund Technical Assessment and Response Team (START-3) contractor was activated by the EPA-PRB to respond to the site and initiate a Tier 2 response. EPA On-scene Coordinator (OSC) Roberto Bernier and five START-3 members arrived on-site 7 February 2012. The EPA START-3 tasks included responding to the incident; determining the extent of contamination; conducting air monitoring; and providing written and photographic documentation of response activities. After observing air monitoring data from START-3 and the PRP contractor, Center for Toxicology and Environmental Health (CTEH), EPA OSC Bernier released the START-3 members from the site on 8 February 2012. One START-3 member returned to the site on 27 February 2012 and was released from the site on 28 February 2012 after conducting air monitoring during the transfer of propylene oxide from a damaged tank car to transfer tanks for transport from the site.

This final report was prepared by Weston Solutions, Inc. under Contract No. EP-W-06-042 for EPA Region 6. The EPA On-scene Coordinator was Roberto Bernier, and the START-3 Project Team Leader (PTL) was Danette Parnell.

☐ The EPA Task Monitor did not provide final approval of this report prior to the completion date of the work assignment. Therefore, Weston Solutions, Inc. has submitted this report absent the Task Monitor's approval.

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TABLE OF CONTENTS

1. PROJECT IDENTIFICATION

Date: 27 April 2012

To: Roberto Bernier, On-scene Coordinator (OSC)
U.S. Environmental Protection Agency (EPA)
Region 6, Prevention and Response Branch

Through: Linda Carter, Project Officer (PO)
EPA Region 6, Program Management Branch

Through: Robert Beck, VP, P.E., Weston Solutions, Inc. (WESTON®)
EPA Region 6, Superfund Technical Assessment and Response Team (START-3)
Program Manager

From: Danette Parnell, WESTON
EPA Region 6, START-3 Project Team Leader

Subject: Emergency Response: UP Del Rio Derailment
15 Miles East of Del Rio, Brackettville, Kinney County, Texas
Contract No. EP-W-06-042
TDD No. TO-0001-12-02-02
W.O. No. 20406.012.001.0706.01
NRC No: 1002329
FPN: N/A
CERCLIS ID: N/A
Latitude 29.36491º North
Longitude 100.63961 West

Geographic coordinates of the train derailment site were determined by START-3 members using the hand-held Global Positioning System (GPS) based on the World Geodetic System – 1984 (WGS-84) with accuracy estimated at less than 50-feet circular probable error.

2. INTRODUCTION

On 7 February 2012, the National Response Center (NRC No. 1002329) notified the EPA Region 6 Prevention and Response Branch (EPA-PRB) of a train derailment involving a potential release of hazardous materials due to the report of a chemical odor at the incident. The EPA-PRB notified WESTON, the Region 6 Superfund Technical Assessment and Response Team (START-3) contractor, to initiate a Tier 2 response. According to Union Pacific Railroad,

the potentially responsible party (PRP), the incident occurred at approximately 1005 hours on 7 February 2012, and the cause of the derailment is unknown.

3. BACKGROUND

The incident site is located adjacent to Highway 90, 15 miles east of Del Rio near Brackettville, Kinney County, Texas. The initial reports from local authorities of strong odors indicated a potential chemical release resulting from the derailment. In addition, the train consist listed railcars that contained chemicals with hazardous properties. Thirty-one railcars derailed, 19 of which were loaded with materials. Of the 19 railcars that were carrying materials, 7 railcars contained materials of hazard concern. Three of the railcars contained residual amounts of chlorine (toxic/oxidizer), one railcar contained potassium hydroxide (caustic), one railcar contained propylene oxide (flammable/oxidizer), and two railcars contained nut oil (flammable).

Highway 90, the main connection between Del Rio and San Antonio, was closed after the incident due to the proximity of the rail line located parallel to the highway. Laughlin Air Force Base is located approximately 5 miles west of the incident and deployed a Level a HAZMAT Team to conduct an initial entry into the exclusion zone to detect releases of hazardous materials. The HAZMAT team conducted air monitoring and did not detect any readings above background levels. Union Pacific Railroad contractor, Center for Toxicology and Environmental Health (CTEH), arrived on-site and began to conduct air monitoring. CTEH did not report any readings above background levels. No injuries or deaths were reported.

4. ACTIONS TAKEN

On 7 February 2012, EPA OSC Roberto Bernier and five START-3 members mobilized to the site to investigate the train derailment. EPA also mobilized the Region 6 Mobile Command Post (MCP) to the site. When EPA Bernier and START-3 arrived on-site, PRP contractor, Hulcher Environmental Services and subcontractors were observed moving and stabilizing railcars. The three derailed cars containing residual chlorine, one railcar carrying potassium hydroxide, and two railcars containing nut oil had been up-righted and moved to secure locations. The railcar containing propylene oxide remained in its derailed position. EPA and START-3 observed PRP contractors upright the propylene oxide tank car during which START-3 conducted air

monitoring for volatile organic compounds (VOCs), Lower Explosive Limit (LEL), oxygen (O_2), hydrogen sulfide (H_2S), and carbon monoxide (CO) with a MultiRAE. START-3 did not observe any air monitoring results above background levels. CTEH conducted continuous air monitoring during on-site activities for chlorine (Cl_2), VOCs, LEL, and O_2 and reported they did not observe any readings above background levels.

On 8 February 2012, EPA and START-3 returned to the site and observed that the damaged railcars had been removed from the railroad tracks and Union Pacific and Hulcher personnel were continuing to repair the damaged rail line. START-3 conducted air monitoring around the perimeter of the incident, focusing on the areas where the seven railcars of concern were staged. START-3 conducted air monitoring with a MultiRAE and Toxic Vapor Analyzer (TVA-1000) for Cl_2, VOCs, LEL, O_2, H_2S, and CO. No air monitoring results were reported above background levels. Union Pacific personnel and contractors conducted pressure tests on the seven railcars of concern and reported that the conditions of the railcars remained stable. CTEH representatives reported no detections above background levels and that they were preparing to demobilize from the site. EPA OSC Bernier and START-3 demobilized from the site after air monitoring results indicated there was not a release of hazardous materials during the derailment.

On 28 February 2012, one START-3 member mobilized to the site to document response activities and conduct air monitoring during the transfer of propylene oxide from the damaged railcar to a transfer tank for removal from the site. START-3 observed the transfer and conducted air monitoring with a TVA-1000 and MultiRAE for VOCs, LEL, O_2, H_2S, and CO during the event. There were no detections above background levels. CTEH also conducted air monitoring during the transfer process and reported there were no detections above background levels. START-3 was released from the site on 28 February 2012 by EPA OSC Bernier after the propylene oxide was transferred to a secure tank.

This final report was prepared as part of the requirements of the TDD and serves as documentation of work completed to date.

5. LIST OF ATTACHMENTS

A. Site Location Map

B. Site Area Map

C. CTEH Air Monitoring Locations

D. Digital Photographs

E. NRC Report No. 1002329

F. Pollution Reports (POLREPs)

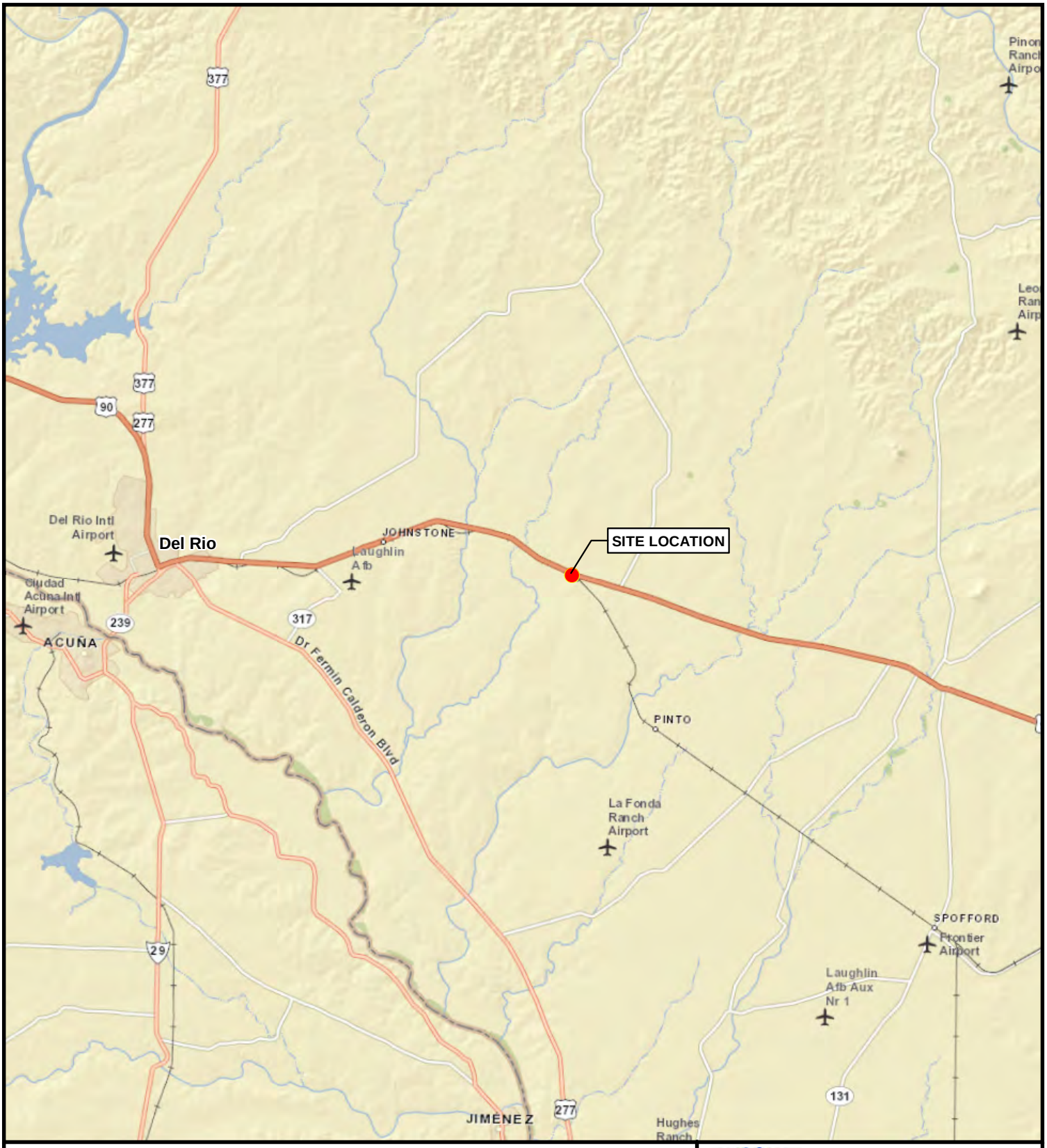
G. Center for Toxicology and Environmental Health (CTEH) Air Monitoring Data

H. START-3 Site Logbooks

I. TDD No. TO-0001-12-02-02

ATTACHMENT A

SITE LOCATION MAP



0 5 10

SCALE IN MILES

LEGEND

SITE LOCATION

N

TDD NO: TO-0001-12-02-02
NRC NO: 1002329

SOURCE: ESRI WORLD STREETMAP SERVICE

US EPA REGION 6
START- 3

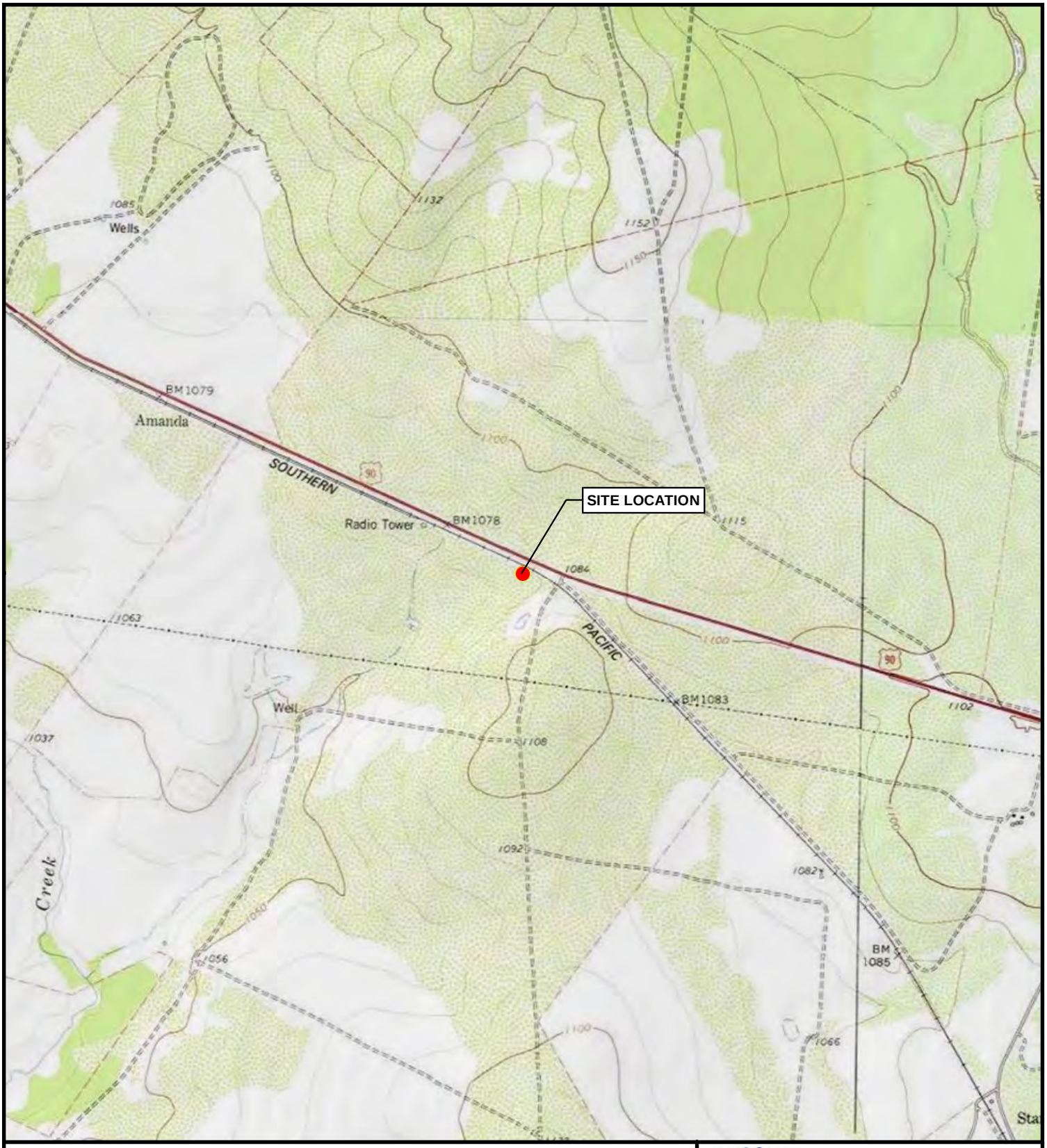
ATTACHMENT A
SITE LOCATION MAP
UP DEL RIO DERAILMENT
15 MILES EAST OF DEL RIO ON HWY 90
BRACKETTVILLE,
KINNEY COUNTY, TEXAS

DATE	PROJECT NO	SCALE
FEB 2012	20406.012.001.0706.01	AS SHOWN

File: L:\20406_START3_R6\UP_DEL_RIO_TRAIN_DERAILMENT\GIS\ATTACHMENT_A_SITE_LOCATION_MAP.mxd 4/20/2012 11:23:06 AM bondp

ATTACHMENT B

SITE AREA MAP



0 2,000 4,000

SCALE IN FEET

LEGEND

SITE LOCATION

N

TDD NO: TO-0001-12-02-02
NRC NO: 1002329

SOURCE: USGS TOPOGRAPHIC MAP SERVICE

US EPA REGION 6
START- 3

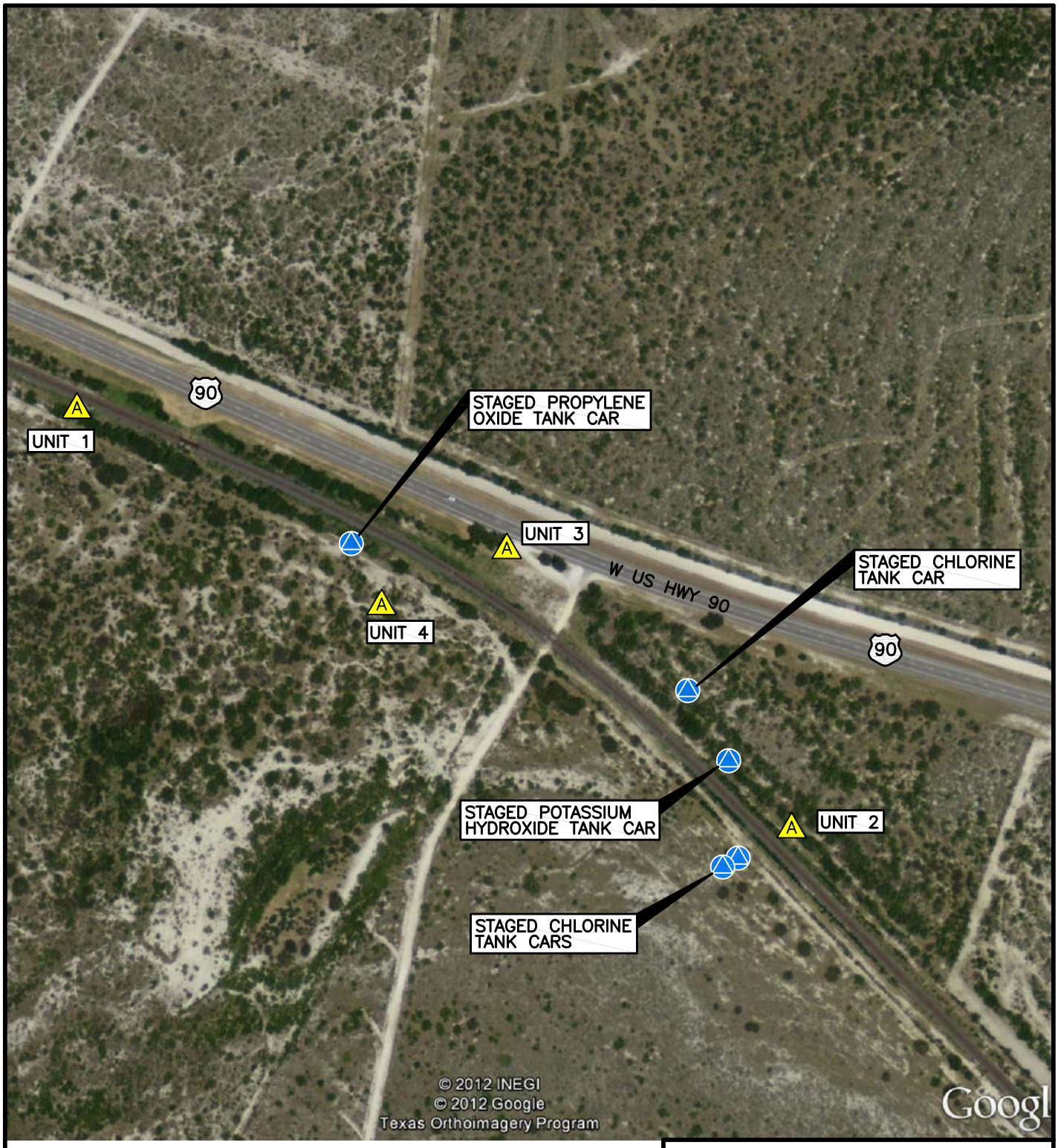
ATTACHMENT B
SITE AREA MAP
UP DEL RIO DERAILMENT
15 MILES EAST OF DEL RIO ON HWY 90
BRACKETTVILLE,
KINNEY COUNTY, TEXAS

DATE	PROJECT NO	SCALE
FEB 2012	20406.012.001.0706.01	AS SHOWN

File: L:\20406_START3_R6\UP_DEL_RIO_TRAIN_DERAILMENT\GIS\ATTACHMENT_B_SITE_AREA_MAP.mxd 4/20/2012 11:21:28 AM bondp

ATTACHMENT C

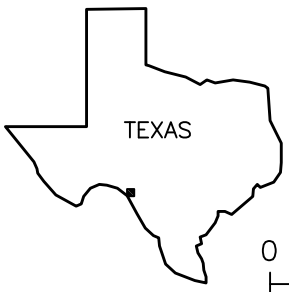
CTEH AIR MONITORING LOCATIONS



LEGEND:

TANK CAR

AreaRAE STATION



N

0 150 300

SCALE IN FEET

SOURCE: GOOGLE EARTH PRO AERIAL 2012.
NRC No.: 1002329
TDD No.: TO-0001-12-02-02

US EPA REGION 6
START-3

ATTACHMENT C
CTEH AIR MONITORING LOCATIONS
UP DEL RIO DERAILMENT
15 MILES EAST OF DEL RIO
ON HWY 90
BRACKETTVILLE, KINNEY COUNTY, TEXAS

DATE:	W.O. #	SCALE:
APR 2012	20406.012.001.0706.01	AS SHOWN

H:\START III EPA\0706_Del Rio Derailment\0412120850.dwg Apr 20, 2012 - 12:02pm

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo002
Photo Type: Overview
Direction: SE
Date/Time: Feb 7 2012 11:07PM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: The potassium hydroxide rail car involved in the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo001
Photo Type: Overview
Direction: S
Date/Time: Feb 8 2012 1:03AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: Workers uprighting the propylene oxide rail car.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo006
Photo Type: Overview
Direction: E
Date/Time: Feb 8 2012 9:19AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: An overview of the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo003
Photo Type: Overview
Direction: S
Date/Time: Feb 8 2012 9:19AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: An overview of the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo005
Photo Type: Overview
Direction: SE
Date/Time: Feb 8 2012 9:19AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: An overview of the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo004
Photo Type: Overview
Direction: SE
Date/Time: Feb 8 2012 9:19AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: An overview of the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo007
Photo Type: Overview
Direction: N
Date/Time: Feb 8 2012 9:20AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: A Chlorine rail car involved in the derailment

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo008
Photo Type: Overview
Direction: E
Date/Time: Feb 8 2012 9:30AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: A railcar involved in the train derailment

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo011
Photo Type: Overview
Direction: E
Date/Time: Feb 8 2012 9:33AM
Latitude: 0
Longitude: 0
Photographer: Danette Parnell
Witness: David McCarty
Caption: START-3 conducting air monitoring around the chlorine railcars.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo012
Photo Type: Overview
Direction: E
Date/Time: Feb 8 2012 9:34AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: Two railcars containing residual chlorine that were involved in the derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo013
Photo Type: Overview
Direction: SE
Date/Time: Feb 8 2012 9:38AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: An overview of the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo009
Photo Type: Overview
Direction: W
Date/Time: Feb 8 2012 9:46AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: Railcar containing propylene oxide that was involved in the incident.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo014
Photo Type: Overview
Direction: W
Date/Time: Feb 8 2012 9:47AM
Latitude: 0
Longitude: 0
Photographer: Danette Parnell
Witness: David McCarty
Caption: An overview of the train derailment.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo010
Photo Type: Overview
Direction: W
Date/Time: Feb 8 2012 9:50AM
Latitude: 0
Longitude: 0
Photographer: David McCarty
Witness: Danette Parnell
Caption: Railcar containing nut oil (a flammable material) that was involved in the incident.

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo015
Photo Type: Overview
Direction: NW
Date/Time: Feb 28 2012 10:09AM
Latitude: 29.36476
Longitude: -100.64082
Photographer: Tom Walzer
Witness: Tom Walzer
Caption: Leak checking of the transfer hoses for the propylene oxide transfer

Event Name: UP Del Rio Train Derailment
Incident Name: UP Del Rio Train Derailment
Photo Name: Photo016
Photo Type: Overview
Direction: NW
Date/Time: Feb 28 2012 11:15AM
Latitude: 29.36482
Longitude: -100.64034
Photographer: Tom Walzer
Witness: Tom Walzer
Caption: Flare burning displaced propylene oxide from receiving propylene oxide tank

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ATTACHMENT E

NRC REPORT NO. 1002329

NATIONAL RESPONSE CENTER 1-800-424-8802
*** For Public Use ***
Information released to a third party shall comply with any
applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 1002329

INCIDENT DESCRIPTION
**** THIS IS A POTENTIAL RELEASE ****
*Report taken at 10:05 on 07-FEB-12
Incident Type: RAILROAD
Incident Cause: DERAILMENT
Affected Area:
The incident occurred on 07-FEB-12 at 07:45 local time.
Affected Medium: RAIL REPORT (N/A) DERAILMENT

SUSPECTED RESPONSIBLE PARTY

XX

Type of Organization: UNKNOWN

INCIDENT LOCATION

MILEPOST 361 County: KINNEY
State: TX

15-20 MILES EAST DEL RIO

POTENTIALLY RELEASED MATERIAL(S)

CHRIS Code: UNK Official Material Name: UNKNOWN MATERIAL
Also Known As: UNKNOWN MATERIALS
Qty Released: 0 UNKNOWN AMOUNT Qty in Water: 0 UNKNOWN AMOUNT

DESCRIPTION OF INCIDENT

CALLER IS REPORTING A TRAIN DERAILMENT. CALLER STATED THAT 15 RAIL CARS WERE DERAILED IN THE MIDDLE OF THE TRAIN WITH SOME ADDITIONAL CARS AT THE END. CALLER STATED THAT ONE PERSON ON SCENE WAS COMPLAINING OF SKIN IRRITATION DUE TO A CHEMICAL ODOR IN THE AREA. CALLER STATED MEDICAL RESPONDERS ARE ON SITE.

INCIDENT DETAILS

Grade Crossing: UNKNOWN
Location Subdivision: DEL RIO
Railroad Milepost: 361
Type of Vehicle Involved:
Crossing Device Type:
Device Operational: YES
DOTCrossing Number:
Date and Time Service was/will be Restored:
Brake Failure: UNKNOWN
Federal Post-Accident 219.201 Sub Part C Testing Required: UNKNOWN
Passenger Train Route: YES
Passenger Train Delay Expected: UNK
Passenger Train Delay Handling:

---RAILROAD INFORMATION---
Railroad Involved: UNION PACIFIC RAILROAD
Train Number: QEWWC OF THE 6TH
Train Type: FREIGHT Train Direction:
Train Speed: Track Speed:
Locomotives: 4 Cars: 100 Derailed: 15
Suspected DOT Regulation Non Compliance: NO
  DERAILED CARS:
  Pos. Type
  Carnumber Cargo

DAMAGES

Fire Involved: NO Fire Extinguished: UNKNOWN
INJURIES: YES Hospitalized: Empl/Crew: Passenger:
FATALITIES: NO Empl/Crew: Passenger: Occupant:
EVACUATIONS: NO Who Evacuated: Radius/Area:

Damages: NO

Closure Type		Description of Closure	Length of Closure	Direction of Closure
Air:	N			
Road:	N			
Waterway:	N			
Track:	Y	MAIN	1.5	ALL

Major Artery: N

Passengers Transferred: NO
Environmental Impact: UNKNOWN
Media Interest: LOW Community Impact due to Material:

REMEDIAL ACTIONS

CONTRACTOR HAS BEEN HIRED, INVESTIGATION UNDERWAY.

Release Secured: UNKNOWN
Release Rate:
Estimated Release Duration:

WEATHER

Weather: CLEAR, 37ºF

ADDITIONAL AGENCIES NOTIFIED

Federal: NONE
State/Local: TCEQ, TDOT, TDPS
State/Local On Scene: NONE
State Agency Number: 2012-0400/1923

NOTIFICATIONS BY NRC

CALCASIEU PARISH SHERIFF'S DEPT (CRIMINAL INTELLIGENCE UNIT)
07-FEB-12 10:17
NATIONAL COMMUNICATIONS CENTER (COMMAND CENTER)
07-FEB-12 10:17
USCG ICC (ICC ONI)
07-FEB-12 10:17
DHS TEXAS FUSION CENTER (INTELLIGENCE OFFICERS)
07-FEB-12 10:17
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)
07-FEB-12 10:17
FEDERAL RAILROAD ADMIN. (MAIN OFFICE)
07-FEB-12 10:23
EPA OEM (MAIN OFFICE)
07-FEB-12 10:23
EPA OEM (MEXICAN INCIDENTS)
07-FEB-12 10:17
U.S. EPA VI (MAIN OFFICE)
07-FEB-12 10:23
ISJRT RGN VI (MAIN OFFICE)
07-FEB-12 10:17
JFO-LA (COMMAND CENTER)
07-FEB-12 10:17
COATEA / JRT (MAIN OFFICE)
07-FEB-12 10:17
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
07-FEB-12 10:17
NOAA RPTS FOR TX (MAIN OFFICE)

07-FEB-12 10:17
NATIONAL RESPONSE CENTER HQ (MAIN OFFICE)
07-FEB-12 10:25
NTSB RAIL (MAIN OFFICE)
07-FEB-12 10:17
HOMELAND SEC COORDINATION CENTER (MAIN OFFICE)
07-FEB-12 10:17
ORLANDO INTNL AIRPORT TSA/DHS (INCIDENT MANAGEMENT CENTER)
07-FEB-12 10:17
PIPELINE & HAZMAT SAFETY ADMIN (OFFICE HAZARDOUS MATERIALS)
07-FEB-12 10:25
PIPELINE & HAZMAT SAFETY ADMIN (OFFICE HAZARDOUS MATERIALS FAX#2)
07-FEB-12 10:17
TCEQ (MAIN OFFICE)
07-FEB-12 10:17
TCEQ (REGION 16)
07-FEB-12 10:17
TX DEPT OF STATE HEALTH SERVICES (COMMAND CENTER)
07-FEB-12 10:17
TEXAS STATE OPERATIONS CENTER (COMMAND CENTER)
07-FEB-12 10:17

ADDITIONAL INFORMATION

NONE.

*** END INCIDENT REPORT # 1002329 ***

The National Response Center is strictly an initial report taking agency and does not participate in the investigation or incident response. The NRC receives initial reporting information only and notifies Federal and State On-Scene Coordinators for response. The NRC does not verify nor does it take follow-on incident information. Verification of data and incident response is the sole responsibility of Federal/State On-Scene Coordinators. Data contained within the FOIA Web Database is initial information only. All reports provided via this server are for informational purposes only. Data to be used in legal proceedings must be obtained via written correspondence from the NRC.

ATTACHMENT F

POLLUTION REPORTS (POLREPS)

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
UP Del Rio Train Derailment - Removal Polrep
Initial Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VI

Subject:	**POLREP #1** **Initial** **UP Del Rio Train Derailment** **A6DP** **Brackettville, TX** **Latitude: 29.3647475 Longitude: -100.6412888**
To:	Ragan Broyles, Superfund Division Lawrence Stanton, EPA HQ Kelly Crunk, TCEQ
From:	Roberto Bernier, FOSC
Date:	2/8/2012
Reporting Period:	February 7-8, 2012

1. Introduction

1.1 Background

Site Number:		**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	CERCLA	**Response Type:**	Emergency
Response Lead:	PRP	**Incident Category:**	
NPL Status:		**Operable Unit:**	
Mobilization Date:	2/7/2012	**Start Date:**	2/7/2012
Demob Date:		**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:	NRC 1002329	**State Notification:**	20120400
FPN#:		**Reimbursable Account #:**	

1.1.1 Incident Category

Emergency Response - RP Lead

1.1.2 Site Description:

The site is a Union Pacific Railroad (UPRR and RP) train derailment that occurred at approximately 1005 hours on 7 February 2012 approximately 15 miles east of Del Rio, TX. Thirty-one cars derailed, 19 of which were loaded with materials. Five of the derailed cars are a concern due to potential hazardous materials cargo. Two additional rail cars are also a concern due to oil in addition to its flammable properties.

1.1.2.1 Location

Mile post 361, approximately 15 miles east of Del Rio, TX.

1.1.2.2 Description of Threat

Three of the derailed cars contained residual amounts of chlorine (toxic/oxidizer), one car contained potassium hydroxide (caustic), and one rail car contained propylene oxide (flammable/oxidizer). The two remaining tank cars of concern contained lubricant oil and nut oil (flammable). No releases from these cars have been reported.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

RP lead ER (no removal needed). The following was to determine release or threat of a release:

- Initial entry by Laughlin AFB* Hazmat team at the request of the local authorities - No detection
- RP air monitoring contractor (CTEH) - No detection
- EPA START team - No detection

* Laughlin AFB is located only 5 miles west of incident and was able to support by quickly deploying a Hazmat Team to assess

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Initial reports from the local authorities indicated a potential release of a chemical due to the derailment. It was supported by the train manifest when quickly submitted by Union Pacific Railroad (UPRR). The manifest included several tank cars carrying chemicals or hazardous material and oil. Due to the line running parallel to HWY 90, the local authorities had to shut down the highway, which is the main connection between Del Rio and San Antonio. Laughlin Air Force Base is located 5 miles to the west of the incident and was able to support the response by deploying a Level A Hazmat team to conduct an initial entry to detect releases of hazardous materials. The team detected no chemical of concern above background levels and UPRR was able to initiate work to stabilize the wreckage and repair the line after coordinating with the local authorities and TCEQ on site. In the meantime EPA OSC Bernier continued coordinating with the locals, TCEQ, and UPRR while en-route with the understanding that no releases or leak were detected, but that the potential still existed.

UPRR started by securing those tank cars carrying hazardous materials and oil. Some had to be up-righted, moved away from the wreck if in the way, and stabilize with sand on the both sides to prevent any structural damage. In the meantime, additional crews concentrated in clearing the rest of the wreckage and debris to allow access to the railroad repair crew. UPRR technical contractor (CTEH) arrived on scene and started with area and spot air monitoring. EPA arrived later with additional meters and coordinated with CTEH. No chemicals of concern were detected above background. Activities involving dealing with those cars with hazardous materials or oil were completed at around 0200 hrs Wednesday morning.

Additional rounds of air monitoring resumed at 0800 hrs and again no chemicals of concern were detected above background. Wreck and debris removal activities were almost complete and demobing with the line repair crew the only ones left on-scene. The railroad was expected to reopen by mid afternoon.

2.1.2 Response Actions to Date

EPA OSC Bernier and 5 START contractors mobilized to the site on 7 February 2012 at approximately 1330 hours. EPA also mobilized the Region 6 mobile command post. EPA OSC Bernier and two START contractors arrived onsite at approximately 2230 hours. Two START contractors who mobilized from Houston were already on site. Upon arrival, OSC Bernier and START observed PRP contractors onsite performing response activities. The three derailed cars containing residual chlorine and the car carrying potassium hydroxide had been up-righted and moved to secure locations. The rail cars containing lubricant and nut oils were also upright and secure. The tank car carrying propylene oxide remained in its derailed position. EPA and START monitored PRP contractors upright the propylene oxide tank car. START conducted air monitoring during the process for VOCs, LEL, O2, H2S,

and CO. There were not any air monitor readings above background levels. No releases of hazardous materials have been observed by EPA or START. CTEH was performing air monitoring for chlorine, VOCs, LEL, and O2 and it indicated no detections of hazardous concentrations of toxic vapors.

On 8 February 2012, EPA and START returned to the site and all of the damaged rail cars had been removed from the railroad tracks and personnel were continuing to repair the damaged rail line. START conducted air monitoring around the perimeter of the incident, focusing on the areas where the rail cars of concern were located. START monitored for Cl2, VOCs, LEL, O2, H2S, and CO. There were not any detections above background levels.

UPRR personnel and contractors conducted pressure tests on the rail cars of concern and reported that the conditions of the rail cars remained stable. CTEH representatives reported no detections of hazardous concentrations of toxic vapors and that they were preparing to demobilize from the site.

EPA and START demobilized from the site on 8 February 2012.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

UPRR owns the derailed train.

2.2 Planning Section

2.2.1 Anticipated Activities

UPRR estimated the rail line would reopen during the afternoon on 8 February 2012. The hazardous material and oil must eventually be removed or transferred from the tank cars. Methods to perform the transfer are being discussed to start next week. The transfer will depend on safety, structural condition of cars, disposal or product recovery, etc. and could be to either into other tank cars, trucks, or simply lifting the tank by crane and strapped onto rail flat beds for transport.

2.2.1.1 Planned Response Activities

EPA will continue to monitor the progress and will coordinate to resume air monitoring when transfer resumes.

2.2.1.2 Next Steps

For the purpose of a final report, air monitoring data sharing between UPRR (CTEH data) and EPA is being coordinated.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

No information available at this time.

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
UP Del Rio Train Derailment - Removal Polrep
Final Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VI

Subject:	**POLREP #2** **Final POLREP** **UP Del Rio Train Derailment** **A6DP** **Brackettville, TX** **Latitude: 29.3647475 Longitude: -100.6412888**
To:	Ragan Broyles, Superfund Division Lawrence Stanton, EPA HQ Kelly Crunk, TCEQ
From:	Roberto Bernier, FOSC
Date:	3/1/2012
Reporting Period:	28 February 2012

1. Introduction

1.1 Background

Site Number:		**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	CERCLA	**Response Type:**	Emergency
Response Lead:	PRP	**Incident Category:**	
NPL Status:		**Operable Unit:**	
Mobilization Date:	2/7/2012	**Start Date:**	2/7/2012
Demob Date:	2/28/2012	**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:	NRC 1002329	**State Notification:**	20120400
FPN#:		**Reimbursable Account #:**	A6DP

1.1.1 Incident Category

Emergency Response - RP Lead

1.1.2 Site Description:

The site is a Union Pacific Railroad (UPRR and RP) train derailment that occurred at approximately 1005 hours on 7 February 2012 approximately 15 miles east of Del Rio, TX. Thirty-one cars derailed, 19 of which were loaded with materials. Five of the derailed cars are a concern due to potential hazardous materials cargo. Two additional rail cars are also a concern due to oil in addition to its flammable properties.

1.1.2.1 Location

Kinney County, mile post 361, next to Highway 90, approximately 15 miles east of Del Rio, TX.

1.1.2.2 Description of Threat

Three of the derailed cars contained residual amounts of chlorine (toxic/oxidizer), one car contained potassium hydroxide (caustic), and one rail car contained propylene oxide (flammable/oxidizer). The two remaining tank cars of concern contained lubricant oil and nut oil (flammable). No releases from these cars have been reported.

On 28 February, 2012, EPA START returned to the site to observe and air monitor the transfer of hazardous materials and oil from the damaged tank cars to undamaged tank cars or vessels for final removal from the site.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

RP lead ER (no removal needed). The following was to determine release or threat of a release:

- Initial entry by Laughlin AFB* Hazmat team at the request of the local authorities - No detection
- RP air monitoring contractor (CTEH) - No detection
- EPA START team - No detection

* Laughlin AFB is located only 5 miles west of incident and was able to support by quickly deploying a Hazmat Team to assess

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Initial reports from the local authorities indicated a potential release of a chemical due to the derailment. It was supported by the train manifest when quickly submitted by Union Pacific Railroad (UPRR). The manifest included several tank cars carrying chemicals or hazardous material and oil. Due to the line running parallel to HWY 90, the local authorities had to shut down the highway, which is the main connection between Del Rio and San Antonio. Laughlin Air Force Base is located 5 miles to the west of the incident and was able to support the response by deploying a Level A Hazmat team to conduct an initial entry to detect releases of hazardous materials. The team detected no chemical of concern above background levels and UPRR was able to initiate work to stabilize the wreckage and repair the line after coordinating with the local authorities and TCEQ on site. In the meantime EPA OSC Bernier continued coordinating with the locals, TCEQ, and UPRR while en-route with the understanding that no releases or leak were detected, but that the potential still existed.

UPRR started by securing those tank cars carrying hazardous materials and oil. Some had to be up-righted, moved away from the wreck if in the way, and stabilize with sand on the both sides to prevent any structural damage. In the meantime, additional crews concentrated in clearing the rest of the wreckage and debris to allow access to the railroad repair crew. UPRR technical contractor (CTEH) arrived on scene and started with area and spot air monitoring. EPA arrived later with additional meters and coordinated with CTEH. No chemicals of concern were detected above background. Activities involving dealing with those cars with hazardous materials or oil were completed at around 0200 hrs Wednesday morning. Once the damaged tank cars were secured, TCEQ indicated no concerns with the ER phase.

Additional rounds of air monitoring resumed at 0800 hrs and again no chemicals of concern were detected above background. Wreck and debris removal activities were almost complete and demobbing with the line repair crew the only ones left on-scene. The railroad was expected to reopen by mid afternoon.

2.1.2 Response Actions to Date

EPA OSC Bernier and 5 START contractors mobilized to the site on 7 February 2012 at approximately 1330 hours. EPA also mobilized the Region 6 mobile command post. EPA OSC Bernier and two START contractors arrived onsite at approximately 2230 hours. Two START contractors who mobilized from Houston were already on site. Upon arrival, OSC Bernier and START observed PRP contractors

onsite performing response activities. The three derailed cars containing residual chlorine and the car carrying potassium hydroxide had been up-righted and moved to secure locations. The rail cars containing lubricant and nut oils were also upright and secure. The tank car carrying propylene oxide remained in its derailed position. EPA and START monitored PRP contractors upright the propylene oxide tank car. START conducted air monitoring during the process for VOCs, LEL, OH, H2S, and CO. There were not any air monitor readings above background levels. No releases of hazardous materials have been observed by EPA or START. CTEH was performing air monitoring for chlorine, VOCs, LEL, and O2 and it indicated no detections of hazardous concentrations of toxic vapors.

On 8 February 2012, EPA and START returned to the site and all of the damaged rail cars had been removed from the railroad tracks and personnel were continuing to repair the damaged rail line. START conducted air monitoring around the perimeter of the incident, focusing on the areas where the rail cars of concern were located. START monitored for Cl2, VOCs, LEL, O2, H2S, and CO. There were not any detections above background levels.

UPRR personnel and contractors conducted pressure tests on the rail cars of concern and reported that the conditions of the rail cars remained stable. CTEH representatives reported no detections of hazardous concentrations of toxic vapors and that they were preparing to demobilize from the site.

EPA and START demobilized from the site on 8 February 2012. UPRR indicated that the damaged but secured oil and haz tank cars will remain at the derailment site until they could coordinate a safe and efficient transfer of the materials for transport.

START remobilizes to the site on 28 February 2012 with air monitoring equipment. CTEH set up air monitoring for UP by placing 4 stationary monitors around the transfer point. In addition, one CTEH monitor was used as a mobile station to monitor in the vicinity of the tanks. Four transfer tanks arrived on site at 0930 hours and the transfer of the potassium hydroxide and the two oil tanks using pumps began around 1015 hours and were completed by 1230 hours, without incident. The propylene oxide was transferred using a nitrogen to pressurize the damaged tank and force the propylene oxide into the transfer tank. The propylene vapors displaced from the transfer tank was burned in a flare with a propane pilot light. The transfer of the propylene oxide began at 1054 hours and was completed by 1355 hours. START conducted air monitoring during the process for VOCs, LEL, O2, H2S, and CO using a MultiRAE and TVA-1000. There were no detections above background. After the transfer was completed UP connected the flare to the damaged tank to flare the mixture of nitrogen and propylene vapors remaining in the tank. START demobilized from the site on 28 February 2012. Transfer and disposition of the oil in the oil tanks was accomplished without incident

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

UPRR owns the derailed train.

2.2 Planning Section

2.2.1 Anticipated Activities

UPRR will continue to purge the propylene tank, they will then steam the interior prior to cutting up the tank for recycling. The empty chlorine tanks will be loaded and strapped onto rail flat beds and removed from the location. Other damaged rail cars will be cut up for removal from site.

2.2.1.1 Planned Response Activities

UPRR will continue removal of the damaged railcars. No further action is anticipated by the EPA.

2.2.1.2 Next Steps

For the purpose of a final report, air monitoring data sharing between UPRR (CTEH data) and EPA is being coordinated.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

3.2 Cooperating Agencies

- TCEQ
- Laughlin AFB Hazmat
- Kinney Co. Emergency Management
- Kinney Co, Sheriff Department

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

ATTACHMENT G

CENTER FOR TOXICOLOGY AND ENVIRONMENTAL HEALTH (CTEH) AIR MONITORING DATA

CTEH CENTER FOR TOXICOLOGY AND ENVIRONMENTAL HEALTH, LLC

Summary of CTEH's Air Monitoring Activities
UPRR Derailment
Del Rio, TX

Real-Time Air Monitoring Summary

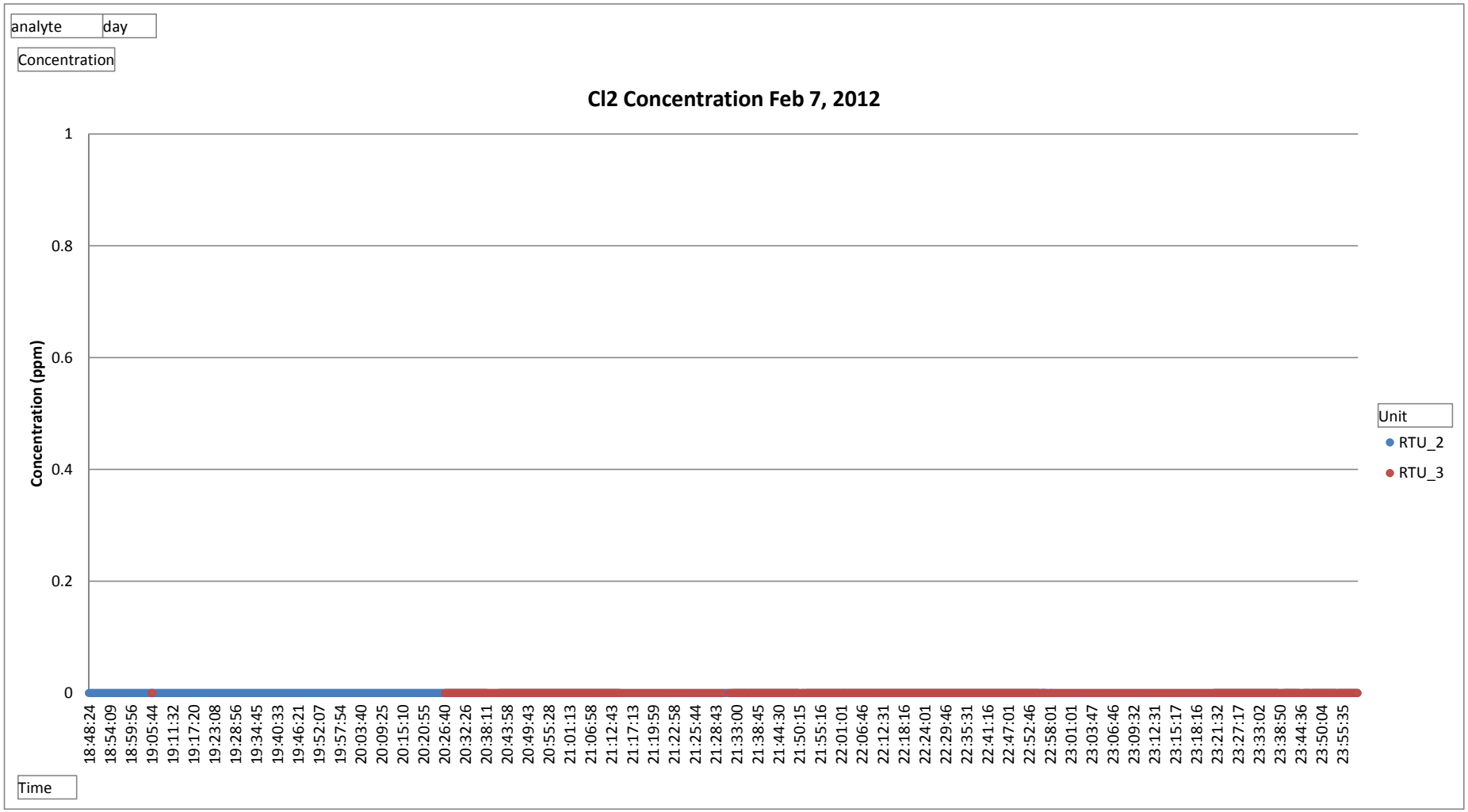
Air monitoring and sampling were conducted in and around the incident site using Rae Systems MultiRAEs. The results of air monitoring for February 07, 2012 15:30 – February 08, 2012 21:32 are shown in Table 1.

Table 1:
Manually Logged Work Area Real-Time Air Monitoring

Analytes	Total Number of Readings	Number of Detects	Mean Concentration of Detects	Maximum Concentration
Cl_2	16	0	NA	<0.05 ppm
LEL	2	0	NA	<1 %
O_2	2	2	20.9 %	20.9 %
VOC	16	0	NA	<0.1 ppm
TOTAL	**36**	**2**		

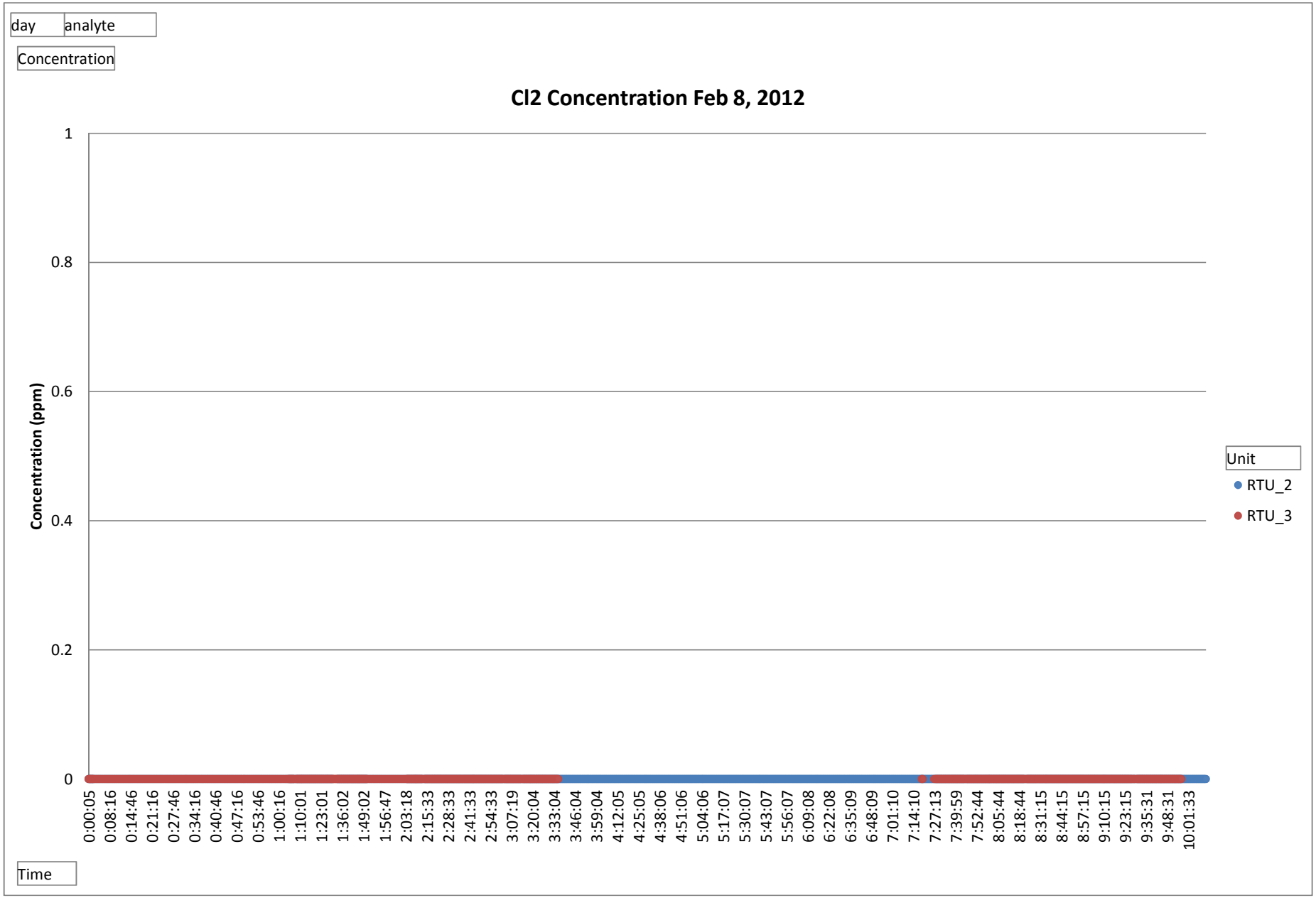
CTEH Center for Toxicology and Environmental Health, L.L.C.

Radio Telemetry Findings
UPRR Del Rio, TX



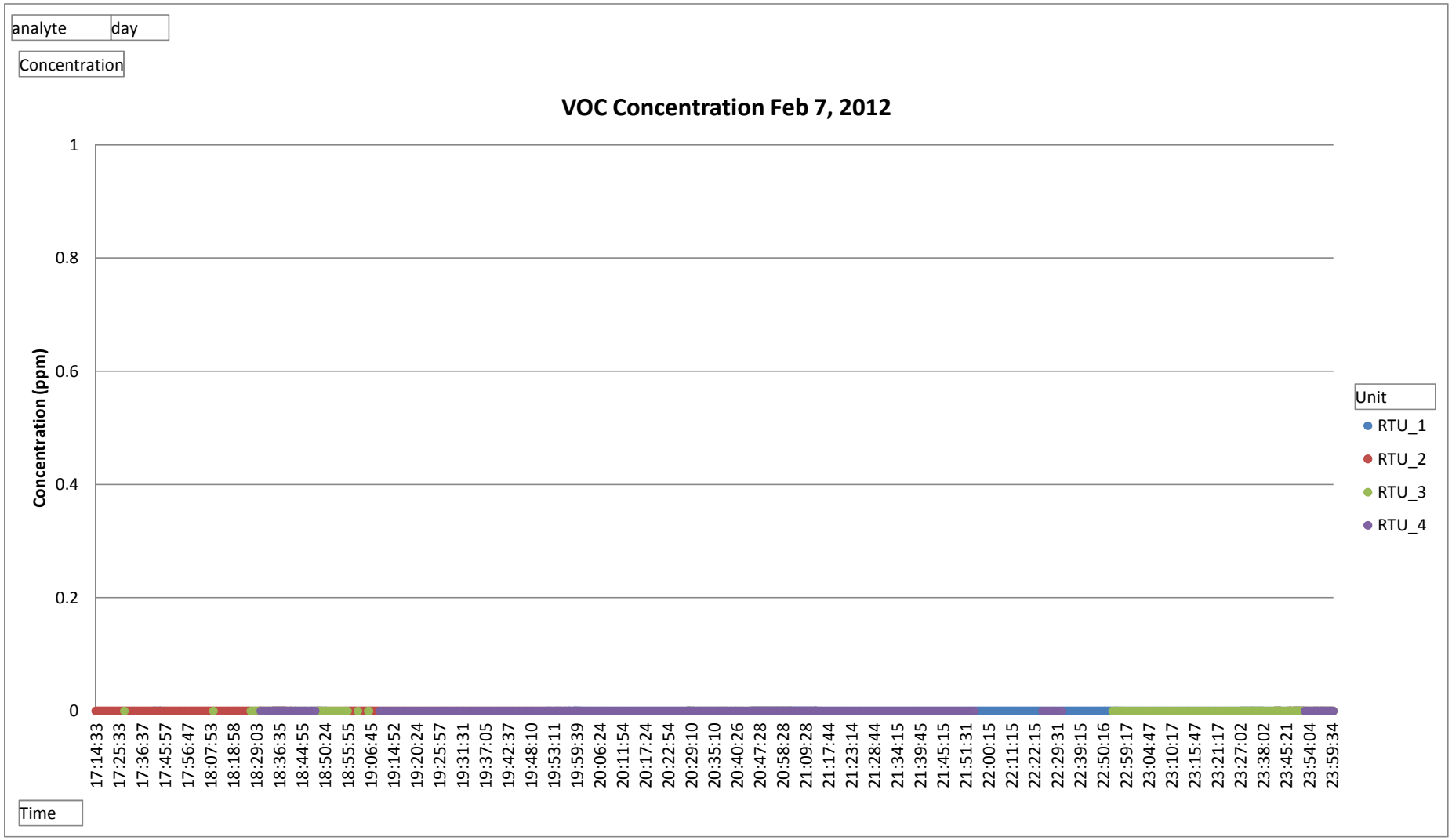
CTEH Center for Toxicology and Environmental Health, L.L.C.

Radio Telemetry Findings
UPRR Del Rio, TX



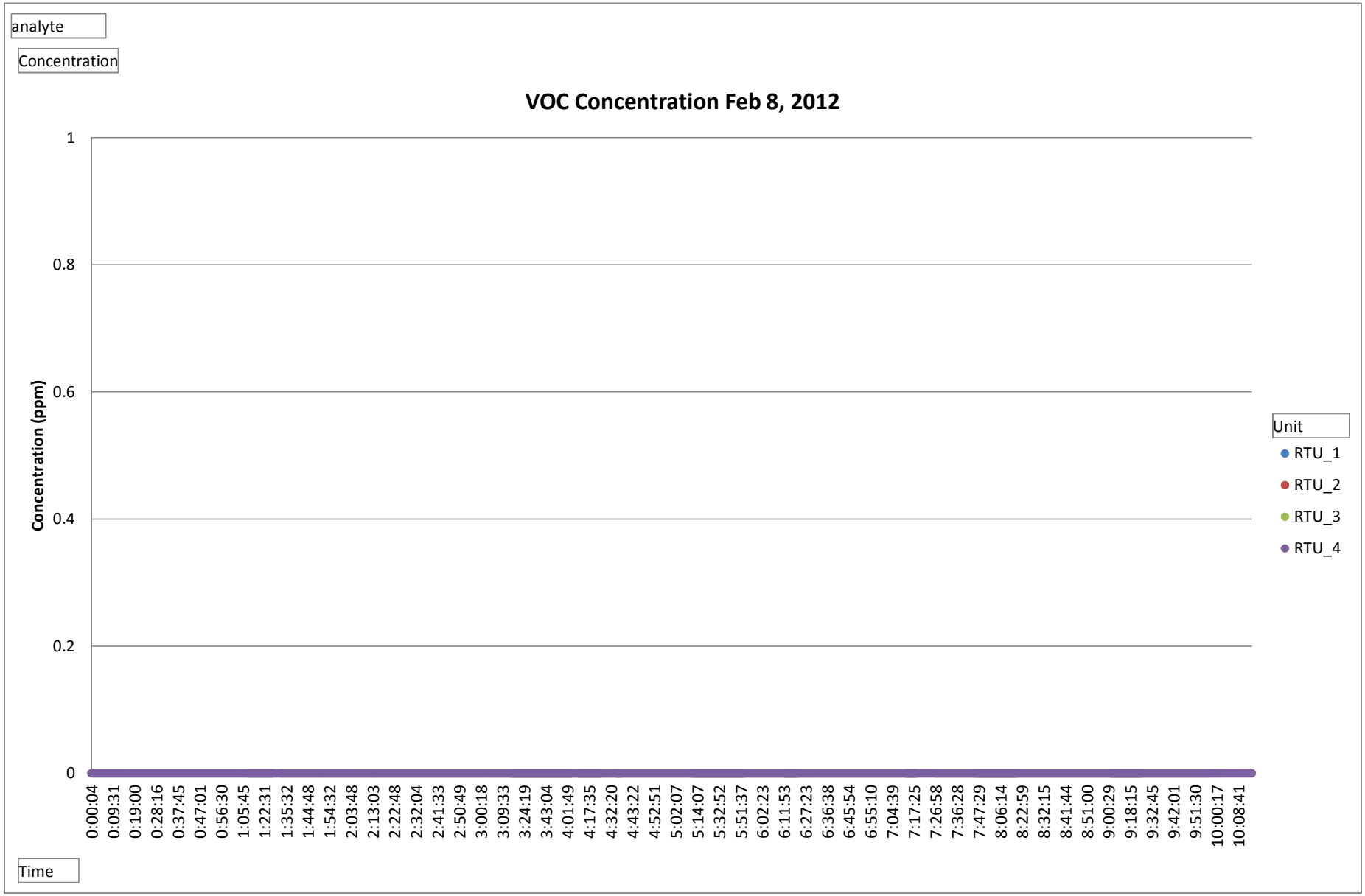
CTEH Center for Toxicology and Environmental Health, L.L.C.

Radio Telemetry Findings
UPRR Del Rio, TX



CTEH Center for Toxicology and Environmental Health, L.L.C.

Radio Telemetry Findings
UPRR Del Rio, TX



ATTACHMENT H

START-3 SITE LOGBOOKS

"Rite in the Rain"®

ALL-WEATHER

JOURNAL

No. 391

UP Del Rio Derailment
TO-0001-12-02-02
20406.012.001.0706.01
NRC 1002329

Logbook # 1 of 2

"Rite in the Rain®"
ALL-WEATHER WRITING PAPER

Name Weston Solutions

Address 3900 Dallas Pkwy
Plano, TX 75093

Phone 469 Bldo-5500

Project

Key to initials
Danette Parnell

Clear Vinyl Protective Slipcovers (Item No. 30) are available for this style of notebook. Helps protect your notebook from wear & tear. Contact your dealer or the J. L. Darling Corporation.

CONTENTS

PAGE	REFERENCE	DATE
	Garmin RFW23721	
	29.36491N / 100.63961W	
	Incident Location (across road from derailment)	
	Cameras Used:	
	iphones	

2/7/12 TO-0001-12-02-02

1101 Chris Ruhl - OSC EPA tasked START-3 to respond to a train derailment in Del Rio, Texas. 30 rail cars derailed, it is unknown if there is a Hazmat release. OSC Ruhl stated he needed seven START-3 team members from Baton Rouge, Dallas, Houston offices, the Mobile Command Post (MCP), an IT person and to charter an ~~airline~~ airplane. START-3 also was tasked to bring 2 Air Kits, a TVA, 4 ArcaRaes, Rad Kit, Draeger Kit, 2 DataRams, Calibration. The Houston office will respond with a Tier I kit, pDR and Tier I multiRae. START-3 began to procure resources.

1300 EPA OSC Roberto Bernier - the responding OSC cancelled the charter flight and two responders. He stated Laughlin Air Force Hazmat Team has responded to the site and there is a report that Hazmat material was involved in the derailment but there has not been a release.

~~1410~~ 1305 ~~S~~ START-3 Danette Parnell, and David McCarty arrived at EPA warehouse and met with OSC Bernier. START-3 and OSC loaded equipment into ER truck

2/7/12 TO-0001-12-02-02

~~2/7/12~~

and EPA OSC truck.

1410 START-3 D. Parnell and McCarty and OSC Bernier depart warehouse for site.

1415 START-3 Rebecca Ayres stated she and Patrick Bond departed Houston for site.

1440 START-3 Ben Latham stated he departed the warehouse in the MCP for the site.

1530 START-3 David McCarty and Danette Parnell conduct Health and Safety Meeting.

Objectives: Coordinate with officials; determine if there is a potential for a hazardous release; air monitor/sample as necessary.

Level of PPE: Level D

Weather: Mid 60s, partly sunny, light and variable winds

Physical Hazards: Slip/trip/fall; traffic; fatigue; working around heavy equipment; working around a railline, derailed cars.

Chemical Hazards: unknown: It is unknown which railcars derailed

Allergies: McCarty: PCN

Entrance/Egress: buddy system; hand signals, cell phones.

Refer to HASP for ~~hospital~~ hospital

2/7/12 TO-0001-12-02-02

Info.

David McCarty

Danette Parnell

1845 OSC Bernier stated that TCEQ ~~repres~~ representatives have demobilized from the site as well as local responders. The company, Union Pacific, stated the tank cars labeled Chlorine were residual. They also stated at least 40 railcars derailed.

2000 START-3 ~~Bebbe~~ Rebecca Ayres and Patrick Bond reported they were on-site.

2040 START-3 Ayres contacted START-3 Parnell and stated she spoke with Union Pacific Hazmat and CTEH. Union Pacific stated there were 3 rail cars with residual Chlorine involved in the derailment. The railcars had been moved and secured. She stated UP stated no other hazardous materials were involved. CTEH conducted air monitoring around site and during Chlorine tank car removal. They did not get any readings above background levels.

2050 START-3 Parnell contacted OSC Bernier and discussed what START-3 Ayres had reported. OSC Bernier stated he wanted

2/7/12 TO-0001-12-02-02

START-3 Latham with MCP to go to Del Rio ~~dt~~ and secure hotel rooms because the MCP will not be needed tonight.

2225 START-3 Parnell and McCarty and OSC Bernier arrived on site and met with START-3 Ayres and Bond.

2239 Met with UP Kim ~~Keeslog~~ "Keeling" Keeling stated 5 cars considered hazardous that derailed are: 3 residual chlorine, propylene oxide, and potassium hydroxide. There is also a car with peanut oil and lube oil. A total of 31 rail cars derailed. He stated the rail line should be open by 6am tomorrow.

He suspected the derailment occurred due to a fault in the rail line. There have not been any hazardous releases or nor do they expect a release. The 3 residual railcars will be put on trucks or flat bead rail cars, the other 2 - the products will be transferred to trucks for transport. Hulcher and Pat Baker are on-site. CTEH has been air monitoring.

2300 START-3, EPA OSC, and UP walked to view derailed cars. START-3 observed the 3

2/7/12 TO-0001-12-02-02

Residual Cl_2 cars, the propylene oxide car and potassium hydroxide (Potash) cars. Multiple Sideboom were on site and workers were removing cars from track and replacing the damaged track.

1130 START-3 and EPA OSC Bernier spoke with CTEH. CTEH stated they had 4 AreaRaes staged around the incident. 2 with Cl_2 O_2 LEL, VOCs and 2 with O_2, LEL, VOCs. They stated they had not had any readings above background levels. GPS Coordinates of 4 locations: 29.36321N/100.63831W
29.36463N/100.64003W
29.36371N/100.6391W
29.36536N/100.64181W

OSC Bernier stated his immediate concern was the propylene oxide tank and the fact they were going to upright the tank sometime during the night or early morning. He stated he wanted START-3 to air monitor during event. START-3 began to set up TVA1000 B29040 and multiRae RFW21152. Fresh air cal at ER truck. MultiRae: 0.0 ppm VOC, H_2S, CO, 20.9% O_2. TVA: 0.15 ppm / 0.17 ppm (FID/PID).

2/8/12 TO-0001-12-02-02

0045 Workers began to upright tank. START-3 observed damage to tank. No readings above background levels.

0110 Upright of rail car complete. CTEH monitored with PID ppb monitor as well- no readings above background levels.

0130 START-3 departed Site for hotel to complete POLREP.

2/8/12 TO-0001-12-02-02

0700 START-3 members and EPA OSC Bernier met to discuss plan for day.

EPA OSC Bernier stated he wanted START-3 to monitor for Cl_2 and VOCs around the site today. He stated he will want START-3 to return to the site when UP transfers the potassium hydroxide and loads the Cl_2 tank cars.

0725 START-3, EPA departed for the site.

0830 Site Health and Safety Meeting with OSC Bernier, START-3 Parnell, McCarty, Ayres and Bond.

Objectives: Coordinate with officials; conduct air monitoring; document site activities.

Level of PPE: Level D

Physical Hazards: slip/trip/fall; traffic; rough terrain; working around heavy equipment, working around live rail line; fatigue, working around derailed cars

Chemical Hazards: Cl_2, potassium hydroxide, propylene oxide.

Weather: highs upper 50's, cloudy, E winds 10-15 mph.

Allergies: McCarty PCN

Entrance/Egress: buddy system; cell phones, hand signals.

2/8/12 TO-0001-12-02-02

ReSer to HASP for hospital info.

FTL David McCarty

SSO Danette Parnell

Team: Rebecca Ayres

Team: Patrick Bond

0830 START-3 arrived on-site

START-3 observed the rail line has been cleared but not open for service.

0845 START-3 began to set up to air monitor. TVA 1000 B2040 PID/FID. VRae 551162. w/ Cl_2, SO_2, LEL, O_2. START-3 collected background: Cl_2, SO_2, LEL - 0 ppm; O_2 20.9% PID/FID

START-3 spoke with CTEH: They reported no elevated readings overnight.

0900 EPA, START-3 met with UP. UP stated they are going to pressure check the 5 hazardous tank cars. CTEH will air monitor during tests. If air monitoring results are not above background levels, CTEH will depart the site.

0920 START-3 began to walk around site with TVA 1000 and VRae.

1000 START-3 completed air monitoring round

2/8/12 TO-0001-12-02-02

Do air monitoring results above background levels. Note also monitored with Tiger multirae that was used yesterday.

1005 CTEH reported pressure tests were Sure, air monitoring results not above background levels. CTEH is preparing to demobilize from site.

1010 START-3 met with OSC Bernier. OSC Bernier stated he was satisfied with air monitoring results and progress. He stated START-3 might need to return to site next week while product material of concern is being transferred to monitor with instruments.

1020 OSC Bernier released START-3 from the site.

1029 START-3 members depart site for Houston and Dallas offices.

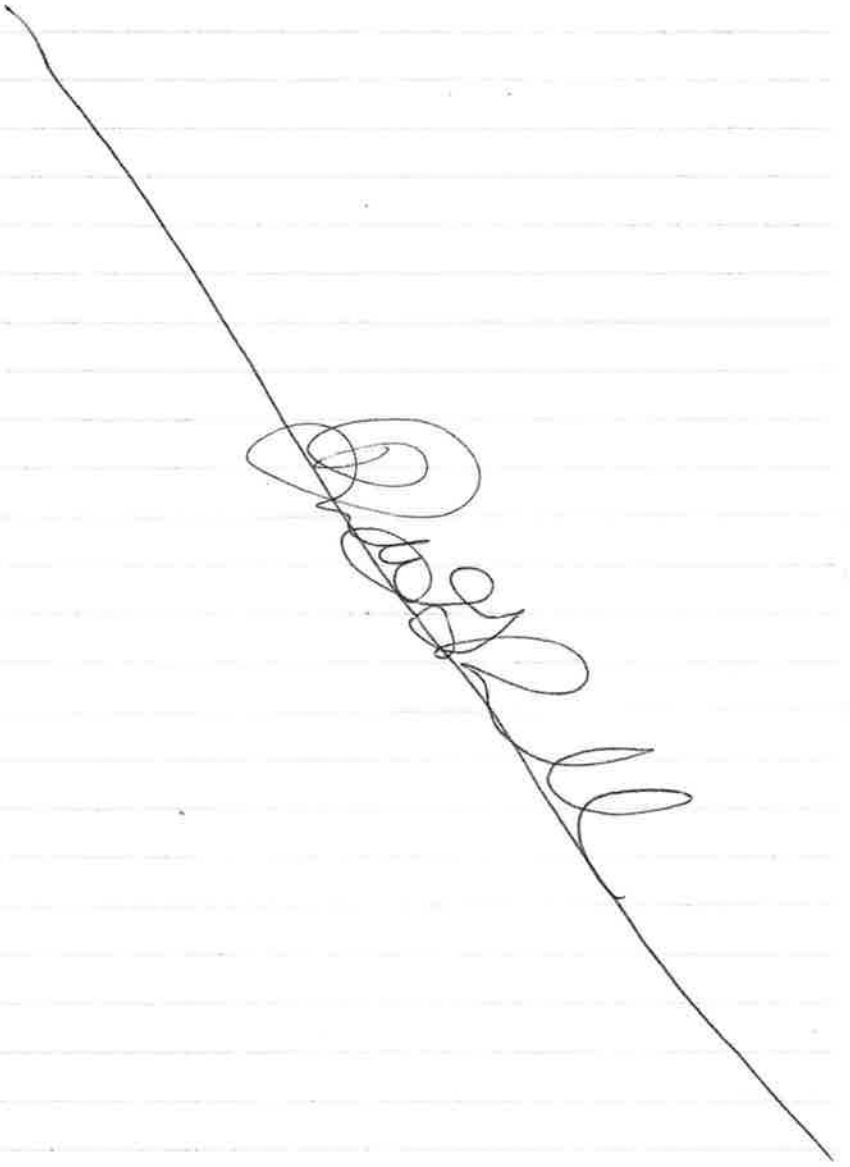
1940 START-3 McCarty and Parnell arrived at EPA warehouse to drop of mule and trailer at warehouse

2020 START-3 arrived at Weston office and began to put away equip and complete documentation, upload of photos.

2230 START-3 Ben Latham arrived at

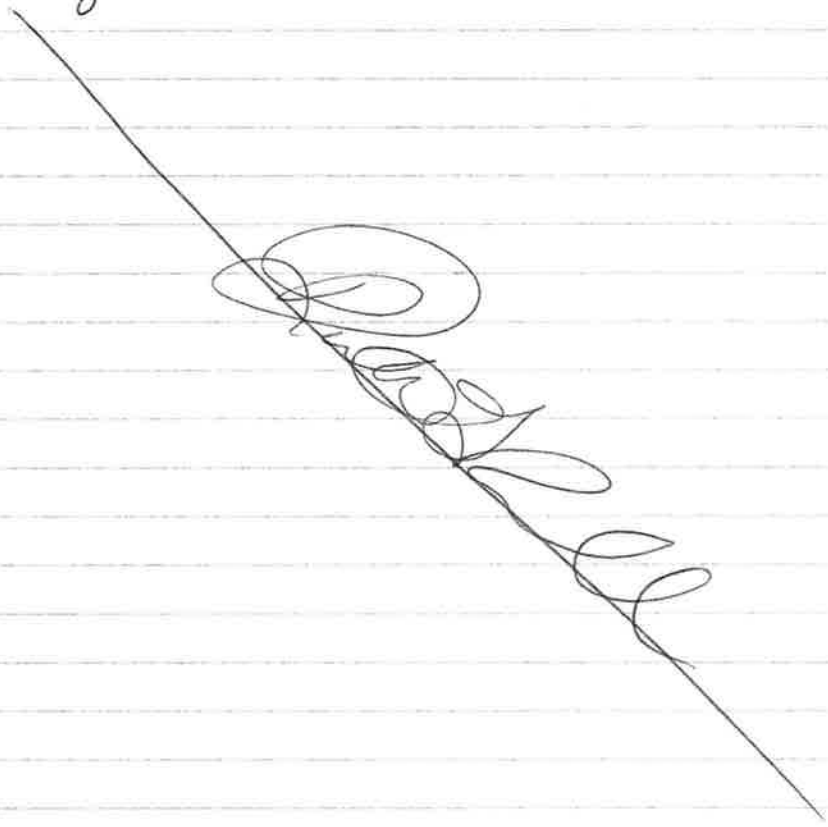
2/8/12 TO-0001-12-02-02

EPA warehouse with MCP to drop off.



2/23/12 TO-0001-12-02-02

1405 OSC Bernier tasked START-3 to return to the site on 0700, 28 Feb 2012 to monitor while workers transferred the propylene oxide from the damaged rail car to a new vessel for transport. OSC Bernier stated he wanted 1 START-3 member to use a Tier 1 multiRae to air monitor during the event.



TO-0001-12-02-02

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Emergency: 1-866-869-2834 (TOX-CTEH)
Website: www.cteh.com
University of Arkansas for Medical Sciences Bioventures Program Associate

TO-0001-12-02-02

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Brackettville, TX 78832
Email: mlpena03@yahoo.com

Office: (830) 563-2788
County: (830) 563-7201
Cell: (830) 317-5846

Manuel L. Peña

Deputy Sheriff

TO-0001-12-02-02

The details of the February 27-28, 2012 revisit to the site are located in logbook number 2.

Photolog

Photo #	Date	Time	Direction	P/W	Description
001	2/8/12	0045	S	DMc/DP	workers uprighting the propylene oxide rail car
002	2/7/12	2307	SE	DMc/DP	Potassium hydroxide rail car involved in the derailment
003	2/8/12	0919	S	DMc/DP	Site overview- of train derailment
004	2/8/12	0919	SE	DMc/DP	" " "
005	2/8/12	0919	SE	DMc/DP	" " "
006	2/8/12	0919	E	DMc/DP	" " "
007	2/8/12	0920	N	DMc/DP	Chlorine rail car involved in derailment
008	2/8/12	0930	E	DMc/DP	Railcar involved in the train derailment
009	2/8/12	0946	W	DMc/DP	Propylene oxide railcar involved in the derailment
010	2/8/12	0950	W	DMc/DP	Hot oil rail car involved in the derailment
011	2/8/12	0933	E	DP/DMc	START-3 conducting air monitoring around the Chlorine railcars
012	2/8/12	0934	E	DMc/DP	2 Chlorine railcars involved in the derailment
013	2/8/12	0938	SE	DMc/DP	Site overview of the derailment
014	2/8/12	0947	W	DP/DMc	Site overview of the derailment
015	2/28/12	1009	NW	TW/TW	Leak checking of the transfer hoses for the propylene oxide transfer
016	2/28/12	1115	NW	TW/TW	Flare burning displaced propylene oxide from receiving propylene oxide tank.

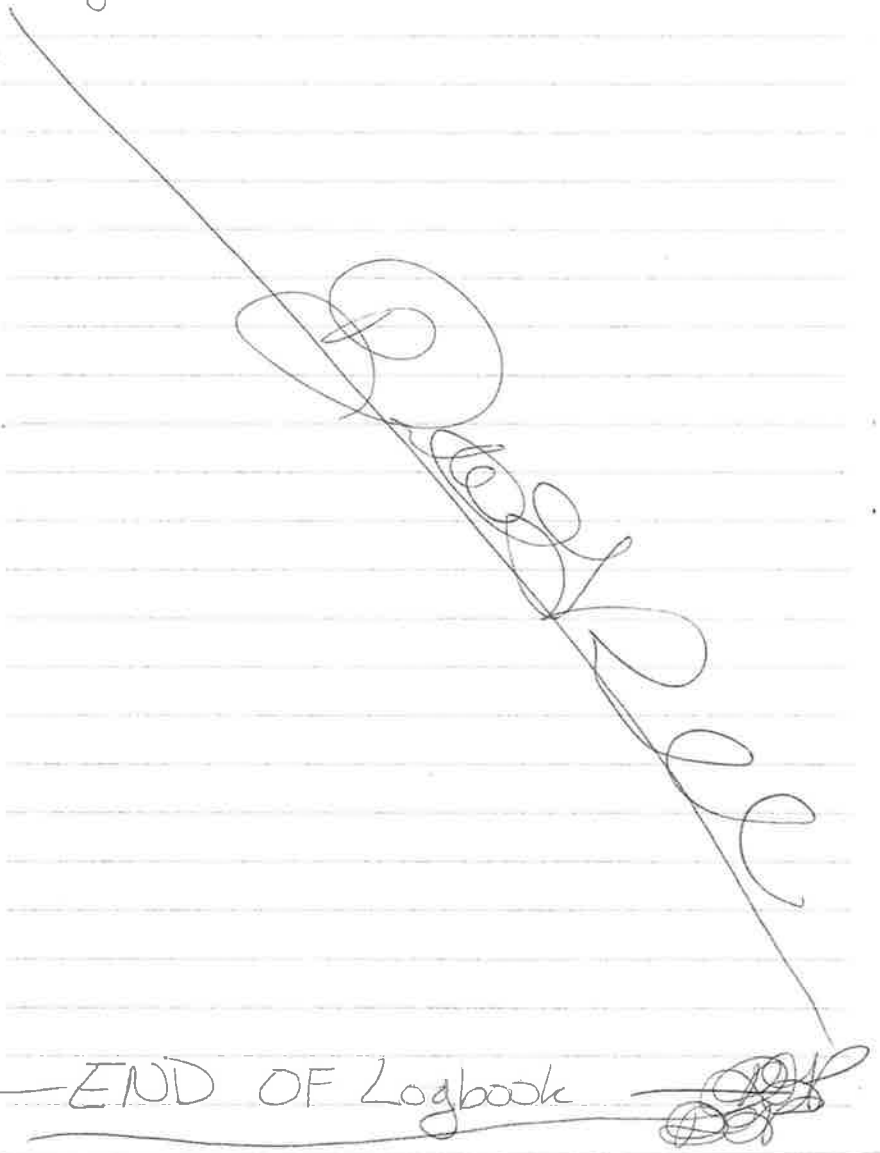
P/W = Photographer/Witness

DMc = David McCarty; DP = Danette Parnell

TW = Tom Walzer

TD-0001-12-02-02

No site sketch - Sketch developed using GIS software - electronic map.



END OF Logbook

TO-0001-12-02-02

"Outdoor writing products...
...for outdoor writing people."

Pot hydroxide
Propene oxide - no benzene

3 chlorine
pot hydroxide
Prop oxide
United States

191 cards

551162

RPW 21152
B 27040

CL LEL
VOC O2

29/21/47.6 | 100/38/17.9W
29/21/52.7 100/38/24.1W
29/21/47.6 100 38 17.9W
29 21 55.3 100 38 30.5W

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JOURNAL

No. 391

Del Rio Train Derailment

TDD # TO-0001-12-02-02

WO # 20406.012.001.0706.01

Logbook #2 of 2

Name Weston Solutions

Address 5599 San Felipe Ste 700
Houston TX 77056

Phone 713-985-6600

Project Del Rio Train Derailment

TDD# TO-0001-12-02-02
WO# 20406.012.001.0706.01

CONTENTS

1130: START-3 Houston tasked to prepare for possible mobilization to train derailment in Del Rio Texas.

1200: START-3 Houston activated to respond to incident. Union Pacific (UP) train heading to California derailed near an air force based located near Del Rio. START-3 mobilizes equipment from the Houston warehouse. ——— RA

Site Objective: Conduct response, analyze the impact to public health and the environment. Document by written and photographic means actions taken by Federal, State and local (private party) to respond to the incident. Collect facts and report to ESC.

Weather: Houston: High near 66, scattered clouds, 48% humidity and calm winds. Del Rio: High in mid 60's, low tonight near 48. Winds currently from the SE @ 9 mph. ——— RA

Health & Safety: Tailgate safety meeting. Topics included physical hazards: slips/trips & falls, rough terrain and railroad

——— R Ayres ———

crossing. Remain hydrated, wear proper PPE for visibility during low light conditions. Prepare for low temps in the evening. Traffic: incident located near highway. Remain alert for oncoming vehicles and heavy equip. Chemicals of Concern (COC): Chlorine gas, unknown amount. Several rail cars contain additional unknown hazardous materials. ——— RA

1415: START-3 TEAM members R. Ayres and P. Bond depart Houston for incident location. ETA approximately 6 ± hours. ——— RA

2000: START-3 arrives at location of the train derailment. Several local units from Val Verde Sheriff on-site. Heavy equipment on-site uprighting tank cars. Union Pacific, potentially responsible Party (PRP) has mobilized third party contractors Pat Baker's Son, Hulcher Services, Center of Toxicology & Environmental Health (CTEH), and USES to respond to the incident.

——— R Ayres ———

START-3 conducts briefing with Phillip Good, principle toxicologist, CTEH. Team arrived on-site at 1344 and deployed several Area RAES near the incident location. As of this time, nothing has been detected above background. Crew conducted air monitoring for Chlorine near the three (3) tank cars containing chlorine residual. Instrumen Were non-detect for chlorine. CTEH reported team will remain on-site 24 Hours.

2015: START-3 conducts briefing with Frank Lurch, UP hazmat and Ken Keeling, UP Hazmat Manager. Mr. Keeling reports current Site status: Three (3) Chlorine tank cars have been uprighted, NO breach of tankcar occurred to result in release of product during derailment. Rail car that contains Potassium Hydroxide (potash) has additionally been uprighted. No release of product occurred as a result of derailment. ——— RA

RAyres

Rail cars 43-56 and 19-37 derailed as a result of a faulty segment in the rail line. Contractors Pat Baker and Hutchur Service on tasked with the clearing of the rail line. Crews estimate the rail line will be cleared by 0600 hours on 08 February 2012. START-3 obtains copy of train manifest and conducts photo documentation of incident. Mr. Keeling escorts START-3 to area near uprighted chlorine tankcars. Crews continue to upright cars and clear the rail line. ——— RA

2109: START-3 contacts START-3 Parnell as to current Site status. START Parnell, McCarty and Lathan enroute to site from Dallas. ——— RA

2145: START-3 conducts data management activities on response Manager.

2225: START-Parnell, McCarty and OSC Bernier arrive at incident location. START Ayres briefs team on site status: Five (5) tank cars that

RAyres

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07 February 2012 Del Rio Train Derailment RAyres

contained hazardous materials derailed. (3-chlorine, 1-potassium hydroxide and 1-propylene oxide) plus two (2) rail cars containing Lube oil and nut oil. No product was released as a result of the derailment. —RA

2240: START & EPA OSC obtain updated briefing from UP rep K. Keeling. Mr Keeling reports that one (1) rail car containing propylene oxide remains to be uprighted. Due to the nature of the product, OTEH will conduct air monitoring during the operations. START & EPA conduct site walk.

2330: START & EPA obtain update from OTEH rep. Non-detect for chlorine. MultiRAE and deployed area RAEs are monitoring for chlorine, LEL and O_2. Update to contractors located on-site. Representatives from SWS Environmental and United Environmental responding on behalf of UP. Responding agencies included Brachetville RAyres

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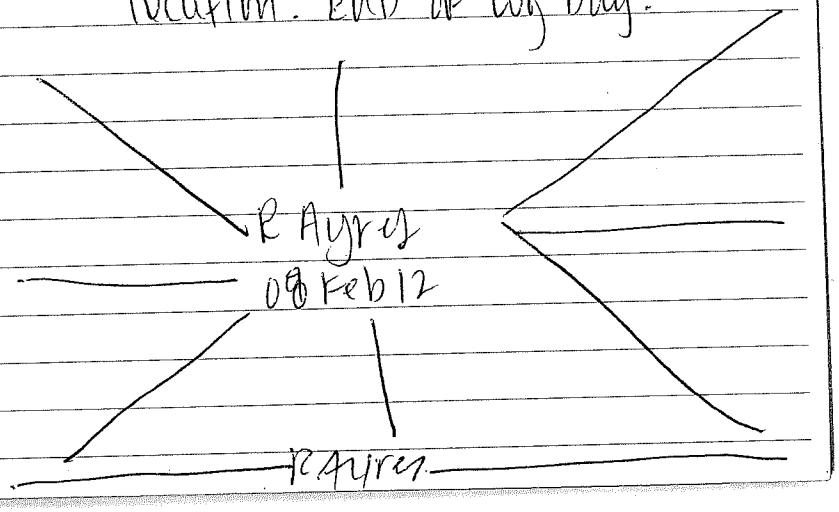
08 February 2012 Del Rio Train Derailment RAyres

Fire Department, Laughlin Air Force Base Hazmat Team and Texas Commission on Environmental Quality (TCEQ). No representative from Brachetville, Laughlin AFB or TCEQ on-site at this time. —RA

0030: START & EPA monitor crew as they upright tank car containing propylene oxide. OTEH conducts air monitoring with PID meter.

0115: Tank car uprighted without incident. Air monitoring continues to report Non-detect readings.

0120: START & EPA depart incident location. END OF Log Day.



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08 February 2012 Del Rio Train Derailment RAyres

0700: Morning briefing conducted by EPA OSC Bernier. Site objectives: Conduct air monitoring around perimeter of the incident and near chlorine tank cars. START will monitize to location at a later date to document transfer of product from rail cars.

0755: START clears for incident location.

0828: START-3 & EPA arrive at location. Obtain briefing from CTEH. Area RAEs continue to monitor air. Non detect Noted. Crews conducted air monitoring near chlorine cars over night and reported Non-detect readings.

0840: START Parnell conducts Health & Safety: Topics included Slips/Trips and falls, traffic, patrol, COC = Chlorine, Potash and propylene oxide. Use Buddy System, hand signals & cellphones for communication.

Weather: Highs in 50's, cloudy, WNW winds @ 11 mph.

0930: START conducts air monitoring using multiRAE, TVA and

RAyres

VRAE. Nothing Noted above background levels for VOCs. Non-detect for chlorine.

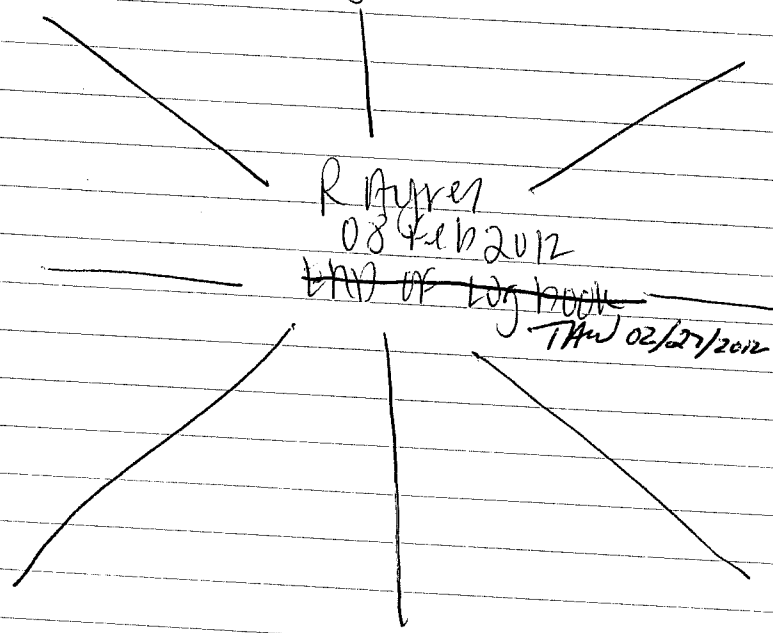
1000: START briefs OSC on air monitoring activity and results. EPA OSC releases START from incident.

1020: START demobilizes from site. Return to Houston.

RA

1530: START arrives back at Houston Warehouse. Demobilize equipment. END OF Log Day.

RA



RAyres

27 February 2012 UP Del Rio Train Derailment

1135 Contacted by Heth Parnell to go to UP Del Rio — TAW

1241 Contact FOSC Roberto Bernier — to confirm Thomas Walzer will mobilize to the site — TAW

1330 Aeriver Warehouse to Pick up Equipment — TAW
TVA-1000 RFW 20419 — TAW
MultiRae RFW 23675 — TAW
Camera Fuji S5200 RFW 23206
GPS RFW WSH00197 — TAW

1530 Depart Houston TX — TAW

1930 Arrive Hondo TX — TAW

Thom A. Walz
02/27/2012

28 February 2012 UP Del Rio Train Derailment

0530 Depart Hotel — TAW

0709 Arrive at location — TAW
29.36491 N 100.63961 W — TAW

0724 Email OSC Bernier with status — TAW

0730 Contact UP's Frank Lerch 832.347.2608

0735 he still in Del Rio on his way — TAW

CO - 50 - 50ppm Standard — TAW
O_2 - 20.9 - 20.9% — TAW
H_2S - 24 - 25ppm — TAW
LEL - 49 - 50% — TAW
VOC - 100 - 100 PPM — TAW

Calibration of MultiRae RFW 23675 — TAW
Isobutylene Lot KAL-248-100-20 — TAW
4 Gas Lot BAM-412-7 — TAW
Zero Air Lot KAL-1-20 — TAW
Methane Lot HAL-150A-100-1 (for OVA-100) — TAW

0807 TVA-1000 - RFW 20419 — TAW
99.7 in 100ppm Standard — TAW
Background 2.05ppm — TAW
Wind From West South, Overcast, Slight Fog — TAW

0816 Wind Shifts to From Southeast — TAW

CTEH Setting up AREA RAE's — TAW
Will use PID Rae with 11.7 lamp for — TAW

Thom A. Walz 02/28/2012

28 February 2012 UP Del Rio Train Derailment
propylene Oxide — TAW
0830 Meet FRANK Lerch They are setting up on PO car will offload that first; Then Flare Residual. — TAW
0837 29.36466N; 100.64098 — TAW
Photo setting on PO Tank car (white) — TAW
United Professional Services LTD — TAW
Lyndellbasell — TAW
SWS — TAW
SRS — TAW
0843 Black Oil tankcars on either end of White Propylene Oxide Tankcar — TAW
0847 CTEH Area Rae 2 (11425) — TAW
29.36435N 100.64076W ±12' — TAW
Wind Blowing strong Parallel to Road From SE — TAW
0851 CTEH AREA Rae 4 (11530) on tripod — TAW
29.36472N; 100.64152W ±12' — TAW
Photograph; weather slight mist — TAW
0900 CTEH Area Rae 3 (11540) — TAW
29.36489 N 100.64069 W ±10' — TAW
0902 CTEH AreaRae 5 (11539) — TAW
29.36515 N, 100.64131W Down wind of ±14' — TAW
Propylene Oxide Car — TAW

Thomas A. Wafer 02/28/2012

28 February 2012 UP Del Rio Train Derailment
0928 Tank cars for offload arrive — TAW
RACX 82531 will Transfer to RACX82250 — TAW
0955 Setting up on transfer car — TAW
29.36474N 100.64085W — TAW
Photograph. Wind from SE 1.60 ppm on TVA-1000 (methane Eq) up wind of operations — TAW
1009 Leak checking of hose connection — TAW
29.36476N W 100.64082 ±11ft — TAW
1.63 ppm Methane Eq up wind — TAW
Connection flare open but ready for emergency use — TAW
1014 Down wind 1.63 methane eq. — TAW
29.36498N 100.64138W ±13' — TAW
1019 Flare hose connected — TAW
1052 29.36466N; 100.64056W Photo — TAW
Pilot on Flare not lighted — TAW
1.66 ppm
1058 Misty rain Falling wind from SE — TAW
1054 Late entry. Reported time of Transfer begin — TAW
1115 Flare Reignited — TAW
29.36482N; 100.64034W ± 12' — TAW

Thomas A. Wafer 02/28/2012

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28 February 2012 UP Del Rio Train Derailment

1142 - Potassium hydroxide transfer began at 1015 Expected to Complete by 1200 - Transfers using pumps So faster Than Nitrogen Push

1227 Transfer of Potassium Hydroxide completed; Tank cars being disconnected

1233 Photo of operations, Flare 29.36479N; 100.64040W ± 15' Wind From SE Low 70's - Mid 60's

1314 29.36451N; 100.64021W, Transfer of Propylene Oxide Continues with flaring of displaced vapors, Photograph

1355 Propylene Oxide transfer completed and lines being disconnected from Tank IL and Flare line being transferred to emptied tank for purging

1406 Lines disconnected from new PO Car and capping new PO car completed

1427 Purging Reported to OSC Bernier - Released from site.

Oxyvinyls Emergency Services

1430 Plans are to purge Empty Tank with Nitrogen, steam it tomorrow and Cut it up after steaming

Thom A. Wafer 02/28/2012

20406.012.0706.01 TO-0001-12-02-02

28 February 2012 UP Del Rio Train Derailment

1444 Depart site

2030 Arrive Houston

END OF LOGBOOK

Thom A. Wafer

02/28/2012

ATTACHMENT I

TDD NO. TO-0001-12-02-02

EPA

U.S. EPA
Washington, DC 20460

START3
Technical Direction Document

Response Activities- REMOVAL
Funds (0001)
Weston Solutions, Inc.

TDD #: TO-0001-12-02-02
Contract: EP-W-06-042

! = required field ☐ Moved To EAS

Note: Remaining Amount includes $0.00 in Reserve.

TDD Name:	UP Del Rio Derailment	! Period:	Base Period
! Purpose:	Work Assignment Initiation	Verbal Date:	02/07/2012
! Priority:	High	! Start Date:	02/07/2012
Overtime:	Yes	! Completion Date:	06/01/2012
! Funding Category:	Removal, Removal Support	Invoice Unit:	
! Project/Site Name:	UP del Rio Derailment	WorkArea:	RESPONSE ACTIVITIES
Project Address:	15 miles east of Del Rio	Activity:	Emergency Response
County:	Kinney	Work Area Code:	
City, State:	Brackettville, TX	Activity Code:	RV
Zip:	78832	EMERGENCY CODE:	☐ KAT ☐ RIT
! SSID:	A6DP	FPN:	N/A
CERCLIS:		Performance Based:	No
Operable Unit:			

Authorized TDD Ceiling:	Cost/Fee	LOE (Hours)
Previous Action(s):	$0.00	0.0
This Action:	$32,000.00	0.0
New Total:	$32,000.00	0.0

Specific Elements More specifically the contractor shall, - Analyze the potential impact on human health welfare and safety and the environment posed by the release of hazardous substances contaminants or pollutants and discharge of oil, - Document costs incurred by the contractor for the response actions, - Observe and document federal state and private actions taken to conduct a response action, - Collect analyze and validate data in accordance with EPA standard methods for sample analysis, Provide technical advice findings facts recommendations and options., Maintain response capability to respond to discharges/releases or threatened discharges/releases as defined in Subparts D and E of the National Contigency Plan.

Description of Work:

All activities performed in support of this TDD shall be in accordance with the contract and TO PWS.

Coordinate with OSC Roberto Bernier.

Accounting and Appropriation Information

SFO: 22

Line	DCN	IFMS	Budget/ FY	Appropriation Code	Budget Org Code	Program Element	Object Class	Site Project	Cost Org Code	Amount
1	RVC027	XXX	11	TCD	6A00E	302DC6C	2505	A6DPRV00	C001	$19,819.00
2	RVC037	XXX	11	T	6A00E	302DC6C	2505	A6DPRV00	C001	$12,181.00

Funding Summary:	Funding
Previous:	$0.00
This Action:	$32,000.00
Total:	$32,000.00

Funding Category
Removal
Removal Support

Section

: Roberto Bernier **Date:** 02/10/2012

Phone #:

Project Officer Section - Signed by Linda Carter/R6/USEPA/US on 02/16/2012 12:03:13 PM, according to Ab

Project Officer: Linda Carter **Date:** 02/14/2012

Contracting Officer Section - Signed by Cora Stanley/R6/USEPA/US on 02/14/2012 11:27:02 AM, according

Contracting Officer: Cora Stanley **Date:** 02/14/2012

Contractor Section - Signed by Robert Beck/start6/rfw-start/us on 02/18/2012 07:56:17 PM, according to

● No
○ Yes

During the past three (3) calendar years has your company, or any of your employees that will be working at this site, previously performed work at this site /facility?

Contractor Contact: Robert Beck **Date:** 02/18/2012